7. *Yearly Advices to Depositors.*—Statements of balance with interest as on 30th June 1938, were furnished to 3,455 subscribers in the year 1938-39. Similar advices for 1938-39 have been despatched during the year *i.e.*, 1939-40 and the total number so far sent is 2,531.

8. The rate of interest on subscription to the State Provident Fund continued at 4 per cent per annum.

ORDER NO. FL. 3879-3928—G. F. 200-39-2, DATED BANGALORE, THE 21ST DECEMBER 1939.

Recorded.

2. It is desirable that annual statements of balances be sent to all depositors in time.

3. The number of declarations received regarding nomination is relatively small. The attention of the depositors may be invited to the advantages that can be secured by effecting nominations.

A. N. RAGHAVACHAR,
Secretary to Government,
Financial Department.

RAILWAY SECRETARIAT.

Administration Report of the Railway Department for the year 1938-39.

READ—

Letter No. 404, dated 12th November 1939, from the General Manager, Mysore State Railway, submitting the Administration Report of the Railway Department for the year 1938-39.

ORDER NO. R. S. 1554-84—RY. F. 34-G. 39-40, DATED BANGALORE, THE 20TH DECEMBER 1939.

Recorded.

2. *Administrative Changes.*—There were no important administrative changes during the year under report and Mr. Y. K. Ramachandra Rau, B.A., L.C.E., M.I.E. (IND.), continued to be in charge of the Department as General Manager.

3. *Open Lines.*—The total open line mileage worked by the Madras and Southern Mahratta Railway Company and the State was 748·19 and the Capital at charge amounted to Rs. 666·09 lakhs.

4. *Lines Worked by the Madras and Southern Mahratta Railway.*—The length of the line worked by the Madras and Southern Mahratta Railway on 30th June 1939, was 9·88 miles of Broad Gauge. The gross earnings during the year were Rs. 1·98 lakhs, as compared with Rs. 2·14 lakhs in the year previous. The net receipts after deduction of working expenses amounted to Rs. 0·68 lakhs against Rs. 0·79 lakhs during the previous year. The decrease in the net receipts is due to fall in both goods and coaching traffic.

5. *Lines Worked by the State.*—The length of the lines worked by the State was 738·31 miles on 30th June 1939. The gross earnings during the year amounted to Rs. 78·31 lakhs as compared with Rs. 72·12 lakhs in the year previous. The increase of Rs. 6·19 lakhs is due to considerable improvement in goods traffic and a slight increase in coaching traffic.

6. *Expenses.*—The ordinary working expenses, including hire of rolling stock paid by the Nanjangud-Chamarajnagar line, amounted to Rs. 44·58 lakhs. The net earnings was 24·59 lakhs (inclusive of a cash receipt of Rs. 1·42 lakhs on account of recovery of arrears due from the Mysore Iron and Steel Works, etc.). Compared with the previous year there was in increase of Rs. 6·49 lakhs in the net receipts mainly due to increase in the total goods revenue during the year.

7. *Stores.*—The year opened with a balance of Rs. 4,95,109 and stores to the extent of Rs. 23,73,573 were purchased. The issues inclusive of sales amounted to Rs. 22,78,531 leaving a balance of Rs. 5,90,151 at the end of the year.

8. *Accidents.*—One passenger was run over and killed while trying to alight from a train while it was in motion. There were fourteen cases of trespassers who were run over and killed when trying to cross the track against a running train.

9. *General.*—A re-survey of the proposed Railway line from Kadur to Chikmagalur was carried out during the year. As the financial prospects appeared to be distinctly unfavourable, Government ordered that the project of constructing this Railway be abandoned and that the question of improving the Kadur-Chikmagalur Road and organising an efficient Bus and Lorry Service be examined.

The extension of the Railway line from Sagara to Talaguppe, a distance of 9·88 miles on the metre gauge was sanctioned during the year. It is expected that by June next this line will be opened for all classes of traffic. This will bring the Jog Falls within 10 miles of the Railway, besides facilitating the transport of materials for the proposed hydro-electric scheme.

A fresh Traffic and Engineering survey at a cost of Rs. 2 lakhs has been sanctioned for the proposed Chamarajnagar-Satyamangalam-Mettupaliyam line.

As on other State Railways, a "Staff Benefit Fund" in place of the old "Fine Fund" was formed for the benefit of the employees of the Mysore State Railway.

The reduction in passenger fares introduced last year continued in force.

The introduction of a system of through Road Van services between the Mysore State and the Madras and Southern Mahratta Railways has resulted in the elimination to a large extent of the handling of road goods at junctions and consequent delay.

10. *Facilities for Handling Traffic.*—The following are among the new facilities provided for the handling of traffic:—

(i) The work of roofing over the platform at Bangalore City Broad and Metre Gauge sides was completed and the approach roads from Malleswaram were widened, improved and tarred and provided with cement foot-paths on both the sides.

(ii) Additional sidings for loading and unloading were given in the Metre Gauge Yard at Bangalore City.

(iii) Sidings were extended at Chickbanavar and Kodaganur to hold larger number of wagons.

(iv) The passenger platform at Banavar was extended by 600' for convenience of passengers in crossing trains.

(v) The loop at Shivani was extended and a new goods-shed and platform were also provided.

(vi) The goods-shed at Krishnarajanagar was extended.

11. *Local Advisory Committee.*—The Local Advisory Committee met four times during the year and the members evinced considerable interest in their work and were helpful both to the Department and to the public.

12. *Conclusion.*—This is the first financial year in which the entire Metre Gauge system of the State has been worked by Government Agency and the report for the year is a record of efficient management and satisfactory progress.

B. T. KESAVIENGAR,
Secretary for Railways,
Government of Mysore.

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